

Amendment Dated March 29, 2004

US Serial No. 10/721,023

AMENDMENTS TO CLAIMS:

Please amend claims 15-22, 24, 25, 27-30, and 39-47 and add new claims 49-58 as follows:

15. (Twice Amended) An air reservoir for use on a motor vehicle, comprising:

a first section;

a purge [second] section;

5 a divider between the first and purge [second] sections;

a first connection connecting the first section to a source of compressed air; and

a second connection connecting the purge [second] section to the source of compressed air, the first connection not connecting the first section to the purge [second] section and the second connection not connecting the purge [second] section to
10 the first section.

16. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the divider creates an air-tight seal between the first and purge [second] sections.

17. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein a volume of the first [second] section is larger than a volume of the purge [first] section.

18. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, further including:

a valve for controlling communication between the first [second] section and the source of compressed air.

19. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the first [second] connection is routed through the purge [first] section.

Amendment Dated March 29, 2004

US Serial No. 10/721,023

20. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 19, wherein the first [second] connection is a tube.

21. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the first and second connections connect the first and purge [second] sections, respectively, to the source of compressed air via an air dryer.

22. (Twice Amended) An air supply system for a motor vehicle brake system, comprising:

a compressor for supplying compressed air;

an air dryer connected to receive compressed air from the air compressor, the
5 dryer including a desiccant bed through which the compressed air flows for providing a dry compressed air source for operating the brake system; and

a reservoir, including:

a first section;

a purge [second] section;

10 a baffle defining the first and purge [second] sections;

a first passageway connecting the first section to the source of the dry compressed air; and

a second passageway connecting the purge [second] section to the source of the dry compressed air, the dry compressed air being transmitted between the source and
15 the purge [second] section without passing through the first section.

24. (Twice Amended) The air supply system for a motor vehicle brake system as set forth in claim 22, wherein:

a first portion of the dry compressed air is transmitted between the dryer and the first section via the first passageway; and

5 a purge [second] portion of the dry compressed air is transmitted between the dryer and the purge [second] section via the second passageway.

Amendment Dated March 29, 2004

US Serial No. 10/721,023

25. (Twice Amended) The air supply system for a motor vehicle brake system as set forth in claim 24, wherein:

the first portion of the dry compressed air is not transmitted to the purge [second] section; and

5 the purge [second] portion of the dry compressed air is not transmitted to the first section.

27. (Twice Amended) The air supply system for a motor vehicle brake system as set forth in claim 26, wherein the first [second] portion of the dry compressed air is transmitted to the brake system.

28. (Twice Amended) The air supply system for a motor vehicle brake system as set forth in claim 26, wherein circuit components cause the purge [first] portion of the dry compressed air to be transmitted from the dryer to the purge [first] section via the second [first] passageway before the first [second] portion of the dry compressed air is transmitted from the dryer to the first [second] section via the first [second] passageway.

29. (Twice Amended) The air supply system for a motor vehicle brake system as set forth in claim 26, wherein a volume of the purge [first] section is smaller than a volume of the first [second] section.

30. (Twice Amended) The air supply system for a motor vehicle brake system as set forth in claim 24, further including:

a valve for controlling the transmission of the first portion of the [second] dried compressed air between the dryer and the first section [service chamber].

39. (Twice Amended) An air reservoir for use on a motor vehicle, comprising:

a first section in independent fluid communication with a source of compressed air;

Amendment Dated March 29, 2004

US Serial No. 10/721,023

5 a purge [second] section in independent fluid communication with the source of compressed air; and

a divider between the first and purge [second] sections.

40. (Twice Amended) The air reservoir as set forth in claim 39, wherein the first section is not in independent fluid communication with the purge [second] section,

41. (Twice Amended) An air reservoir for use on a motor vehicle, comprising:

a first section;

a purge [second] section;

5 a divider between the first and purge [second] sections;

a first passageway independently fluidly connecting the first section to a source of compressed air; and

10 a second passageway independently fluidly connecting the purge [second] section to the source of compressed air, the first passageway not independently fluidly connecting the first section to the purge [second] section and the second passageway not independently fluidly connecting the purge [second] section to the first section.

42. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 41, further including:

a valve for controlling the fluid communication between the first [second] section and the source of compressed air via the first [second] passageway.

43. (Twice Amended) The air reservoir for use on a motor vehicle as set forth in claim 41, wherein the first [second] passageway [is] passes through the purge [first] section.

44. (Amended) The air reservoir for use on a motor vehicle as set forth in claim 43, wherein the first [second] passageway is a tube.

Amendment Dated March 29, 2004

US Serial No. 10/721,023

45. (Twice Amended) An air supply system for a motor vehicle brake system, comprising:

a compressor for supplying compressed air;

an air dryer connected to receive compressed air from the air compressor, the
5 dryer including a desiccant bed through which the compressed air flows for providing a dry compressed air source for operating the brake system; and

a reservoir, including:

a first section;

a purge [second] section;

10 a baffle defining the first and purge [second] sections;

a first passageway connecting the first section to the source of the dry compressed air; and

a second passageway connecting the purge [second] section to the source of the dry compressed air, the dry compressed air being transmitted between the source and
15 the first [second] section without passing through the purge [first] section during a first operating mode.

46. (Twice Amended) The air supply system as set forth in claim 45, wherein, during the first operating mode, a purge [first] portion of the compressed air is stored in the purge [first] section before a first [second] portion of the compressed air is stored in the first [second] section.

47. (Twice Amended) The air supply system as set forth in claim 46, wherein the purge [second] portion of the dry compressed air is transmitted from the purge [first] section to the air dryer [second section] during a second operating mode.

49. The air reservoir for use on a motor vehicle as set forth in claim 15, wherein the first section is a service section.

50. The air reservoir for use on a motor vehicle as set forth in claim 49, wherein the first section is a secondary service section.

Amendment Dated March 29, 2004

US Serial No. 10/721,023

51. The air supply system for a motor vehicle brake system as set forth in claim 22, wherein the first section is a service section.

52. The air supply system for a motor vehicle brake system as set forth in claim 51, wherein the first section is a secondary service section.

53. The air reservoir as set forth in claim 39, wherein the first section is a service section.

54. The air reservoir as set forth in claim 53, wherein the first section is a secondary service section.

55. The air reservoir for use on a motor vehicle as set forth in claim 41, wherein the first section is a service section.

56. The air reservoir for use on a motor vehicle as set forth in claim 53, wherein the first section is a secondary service section.

57. The air supply system as set forth in claim 45, wherein the first section is a service section.

58. The air supply system as set forth in claim 53, wherein the first section is a secondary service section.

Customer Number

24024**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of : Quinn et al.
For : **AIR DRYER RESERVOIR
MODULE COMPONENTS**
Serial No. : 10/721,023
Confirmation No. : 3979
Filed : November 24, 2003
Examiner : R. Spitzer
Art Unit : 1724
Attorney Docket No. : 28679/05695 (97-021 US REI)
: Reissue of US Patent No. 6,585,806 (US
Application No. 09/571,897), filed
May 16, 2000
Parent Attorney Docket No.
28679/04016 (97-021 US CON)

**STATUS OF CLAIMS AND SUPPORT
FOR CLAIM CHANGES UNDER 37 CFR §1.173(c)**

Commissioner for Patents
PO Box 1450
Alexandria, Virginia 22313-1450

Dear Sir:

The status of each of the claims as of the date of Preliminary Amendment B,
which is filed herewith, and support for any claim changes follows:

CERTIFICATE OF FACSIMILE

I hereby certify that this **STATUS OF CLAIMS AND SUPPORT FOR CLAIM CHANGES UNDER 37 CFR §1.173(c)** for
U.S. Serial No. 10/721,023 is being facsimile transmitted to the United States Patent and Trademark Office on this 29th day of
March, 2004 to (703) 872-9306.

Marianne Crimaldi

Marianne Crimaldi (BK1269.DOC:1)

US Serial No. 10/721,023

Claim 1 is pending.

Claim 2 is pending.

Claim 3 is pending.

Claim 4 is pending.

Claim 5 is pending.

Claim 6 is pending.

Claim 7 is pending.

Claim 8 is pending.

Claim 9 is pending.

Claim 10 is pending.

Claim 11 is pending.

Claim 12 is pending.

Claim 13 is pending.

Claim 14 is pending.

Claim 15 is pending. The "second section" has been amended to the "purge section." Support for the "purge section" is found at column 6, lines 24-25 of the granted patent. More specifically, the claimed "purge section" finds support as the purge volume 34.

Claim 16 is pending. Support for the changes to claim 16 are discussed above with reference to claim 15.

US Serial No. 10/721,023

Claim 17 is pending. Support for the change from the "second section" to the "first section" is discussed above with reference to claim 15. Support for the change to "a volume of the first section is larger than a volume of the purge section" is found in FIGURE 4 of the granted patent. More specifically, the "first section" finds support as the secondary reservoir 12.

Claim 18 is pending. Support for a valve for controlling the fluid communication between the first section and the source of compressed air is found at column 4, lines 33-35 of the granted patent. More specifically, the "first section" finds support as the secondary reservoir 12.

Claim 19 is pending. Support for the change to claim 19 finds support at column 6, lines 38-40 of the granted patent. More specifically, the claimed "first connection" finds support as the tube 54 that extends through the purge volume 34.

Claim 20 is pending. Support for the change to claim 20 finds support at column 6, lines 38-40 of the granted patent. More specifically, the claimed "first connection is a tube" finds support as the tube 54.

Claim 21 is pending. Support for the changes to claim 21 are discussed above with reference to claim 15.

Claim 22 is pending. Support for the changes to claim 22 are discussed above with reference to claim 15.

Claim 23 is pending.

Claim 24 is pending. Support for the changes to claim 24 are discussed above with reference to claim 15.

Claim 25 is pending. Support for the changes to claim 25 are discussed above with reference to claim 15.

US Serial No. 10/721,023

Claim 26 is pending. The changes from the "first portion" and the "first section" to the "purge portion" and the "purge section," respectively, finds support at column 4, lines 38-41.

Claim 27 is pending. Support for the change to from the "second portion" to the "first portion" is found at column 3, lines 47-51 of the granted patent.

Claim 28 is pending. Support for the changes from the "first portion" to the "purge portion," from the "first passageway" to the "second passageway," from the "second portion" to the "first portion," and from the "second passageway" to the "first passageway" is found at column 4, lines 23-37 of the granted patent.

Claim 29 is pending. Support for the change to a volume of the purge section is smaller than a volume of the first section is found in FIGURE 4 of the granted patent.

Claim 30 is pending. Support for the change to "a valve for controlling the transmission of the first portion of the dried compressed air between the dryer and the first chamber is found at column 4, lines 33-35 of the granted patent. More specifically, the "first chamber" finds support as the secondary reservoir 12.

Claim 31 is pending.

Claim 32 is pending.

Claim 33 is pending.

Claim 34 is pending.

Claim 35 is pending.

Claim 36 is pending.

Claim 37 is pending.

Claim 38 is pending.

US Serial No. 10/721,023

Claim 39 is pending. Support for the changes to claim 39 are discussed above with reference to claim 15.

Claim 40 is pending. Support for the changes to claim 40 are discussed above with reference to claim 15.

Claim 41 is pending. Support for the changes to claim 41 are discussed above with reference to claim 15.

Claim 42 is pending. The "second section" and "second passageway" have been amended to the "first section" and "first passageway," respectively. Support for a valve for controlling the fluid communication between the first section and the source of compressed air via the first passageway is found at column 4, lines 33-35 of the granted patent. More specifically, the "first section" finds support as the secondary reservoir 12.

Claim 43 is pending. The "second passageway" has been amended to the "first passageway" and the "first section" has been amended to the "purge section." The changes to claim 43 find support at column 6, lines 38-40 of the granted patent. More specifically, the claimed "first passageway" finds support as the tube 54 and the "purge section" finds support as the purge volume 34 of the granted patent. The deletion of "is" merely corrects a grammatical error discovered by the applicants after the patent was granted.

Claim 44 is pending. The "second passageway is a tube" has been amended to the "first passageway is a tube." The changes to claim 44 find support at column 6, lines 38-40 of the granted patent. More specifically, the claimed "first passageway" finds support as the tube 54.

Claim 45 is pending. Support for the changes to claim 45 are discussed above with reference to claim 15.

Claim 46 is pending. Support for the changes to claim 46 are discussed above with reference to claim 15.

US Serial No. 10/721,023

Claim 47 is pending. Support for the change to claim 47 involving the "second portion" to the "purge portion" is discussed above with reference to claim 15. The change from the "first section" to the "purge section" finds support at column 4, lines 38-41. The change from "second section" to "air dryer" corrects an error discovered by the applicants after the patent was granted.

Claim 48 is canceled.

Claim 49 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 50 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 51 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 52 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 53 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 54 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

US Serial No. 10/721,023

Claim 55 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

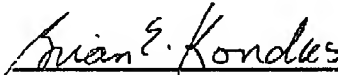
Claim 56 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 57 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Claim 58 is pending. Support for the first section being a service section is found at column 3, line 15 of the granted patent. More specifically, the claimed "service section" finds support as the secondary air reservoir 12.

Respectfully submitted,

CALFEE, HALTER & GRISWOLD LLP



Brian E. Kondas
Reg. No. 40,685
Customer No. 24024
(216) 622-8308